

## CLAIMS

1. A traveling transmission for a working vehicle, comprising an auxiliary transmission having at least two speed stages, which is interposed  
5 between a main clutch and a multi-speed-stage mechanical transmission,  
characterized in that:

    said auxiliary transmission is configured such that power  
transmission is cut out interlockingly with the disengagement operation of  
said main clutch.

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2. A traveling transmission according to claim 1, characterized in  
that:

    said mechanical transmission is of a gear continuously engaging  
type provided with a synchronous clutch.

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3. A traveling transmission according to claim 1 or 2, characterized  
in that:

    said auxiliary transmission is configured as a high-low speed  
selector device for obtaining the two speed stages, including a hydraulic  
20 operated first hydraulic clutch and a spring-operated second hydraulic  
clutch; and

    said auxiliary transmission is such configured as to be drained  
operating oil from said first hydraulic clutch and, also, to be supplied the  
operating oil to said second hydraulic clutch, thereby cutting out said power  
25 transmission.

4. A traveling transmission according to claim 1 or 2, characterized in that:

    said auxiliary transmission is configured as a high-low speed

5   selector device including a hydraulic-operated first hydraulic clutch, a  
spring-operated second hydraulic clutch and a direction switching valve for  
supplying/discharging operating oil to/from the first and second hydraulic  
clutches; and

    said direction switching valve is such configured as to be drained the  
10   operating oil from said first hydraulic clutch and, also, to be supplied the  
operating oil to said second hydraulic clutch, interlockingly with the  
disengagement operation of said main clutch.

5. A traveling transmission according to claim 3 or 4, further  
15   comprising an operating member for disengaging said main clutch, and a  
controller for controlling said direction switching valve, characterized in  
that:

    said controller is such configured as to move said direction switching  
valve to a position at which the operating oil is drained from said first  
20   hydraulic clutch and, also, the operating oil is supplied to said second  
hydraulic clutch, interlockingly with the operation of said operating member.

6. A traveling transmission according to any one of claims 1 to 5,  
further comprising an operating member for operating said main clutch,  
25   characterized in that:

said auxiliary transmission is configured such that the power transmission is cut out after said main clutch is completely disengaged during the disengagement operation of the main clutch and, also, the power transmission is restored before said main clutch starts the power transmission during the engagement operation of the main clutch.

7. A traveling transmission according to claim 6, characterized in that:

the power transmission is performed or is cut out in said auxiliary transmission based on the operating quantity of the operating member for engaging or disengaging said main clutch.